

THE DAYTONA GAZETTE-NEWS.

Vol. 18, No. 27

Goes Everywhere. Reaches All Classes.

Daytona, Florida, Saturday, December 1, 1906.

Best Advertising Medium in Daytona and Vicinity.

Price 5 Cents



The Adam Schantz Electric Light, Lily Water and Ice Plant,



Residence of S. H. Gove—Volusia and Ridgewood Avenues.

MUCH ADO AND LITTLE DONE

At the City Council Meeting—Electric Light Question Ignored and Its Solution Still in the Balance.

The regular semi-monthly meeting of the Daytona city fathers was held Monday evening, with all the members present. Much time was consumed by this august body in deliberating on important measures, but no material results were accomplished so far as a final disposition of the matters were concerned.

BILLS PAID.

Three bills were presented and ordered paid, as follows:
Street gang.....\$101 00
Gus Lindberg, for blacksmithing 23 80
Daytona Auto Transit Co., repairs to the fire engine..... 9 70
This is the smallest budget of bills which have been passed at any meeting recently.

GRANTED DOCK PRIVILEGE.

L. E. Ellenwood petitioned for permission to build a dock at the north side of the foot of Volusia avenue, the dock to be eighty feet long and six or seven feet wide. Mr. Ellenwood also proposed to dredge a channel so that boats can come up to the proposed dock. The city council granted the request upon the understanding that the dock is to be of a public nature, and that the dredging be under the supervision of the street committee. Mr. Ellenwood runs a ferry from the foot of Volusia avenue to Seabreeze and Daytona Beach, and the dock will be used as a ferry landing, and also as a landing for the Cherokee at times. The dock will be of sufficient length to allow other boats also to land.

ONE LAME MULE.

Street Commissioner Rix reported that the pedal extremities of one of the city mules was out of business, and he believed the cause to be rheumatism. The city has been hiring a mule at fifty cents per day for some time to take its place, and Mr. Rix suggested that it would be economy for the city to purchase one to take the place of the one that is on the pension list, it being the opinion of both Mr. Rix and Dr. French that the aforesaid mule had seen its best days of usefulness. The street committee was authorized to purchase another mule, also a cart and harness, to be used in picking up rubbish.

POSTMASTER JOLLEY KICKS.

Postmaster J. M. Jolley presented a written protest against Street Commissioner Rix forbidding the mail-carrier from driving on the sidewalk when delivering and taking the mail to and from the postoffice. According to Mr. Rix' statement, the mail-carrier had been in the habit of driving on the sidewalk and remaining there from ten to twenty minutes until the mail was ready to be loaded, thus compelling pedestrians to go out in the street regardless of mud. The matter was laid on the table until the next meeting. It seemed to be the consensus of opinion among the members of the council that no objection would be raised to the mail-carrier backing up to the postoffice and delivering the mail if he would immediately drive forward and not obstruct passage on the sidewalk.

SANITARY ORDINANCE AGAIN.

The sanitary ordinance which has been hanging fire so long was taken up and passed on third and final reading. A slight change was made in section 6 as published in the Gazette-News last week. The change makes a charge of 35 cents for two or less buckets and 10 cents for each additional bucket. It also provides that only closets which are

used shall be liable for the charge. The city charter provides that sanitary ordinances may become effective after being posted three days, and the council decided to make it effective in that length of time, although it will be some time before the buckets can be procured. A copy of the ordinance is posted at the city hall and at the armory.

While on the sanitary subject the council authorized the building of a closet at the city hall.

MAY TAKE CENSUS.

The matter of taking census of Daytona, as suggested in last week's Gazette-News, was brought before the council. President Clark stated that he did not believe Daytona received the credit for having a great population as really existed. All the members seemed to be in favor of taking an official census and a committee was appointed to look into the matter and report at the next meeting.

ELECTED A CITY COLLECTOR.

The most important business, perhaps, to come before the council, was the election of a city collector to fill the unexpired term made vacant by the death of the late Captain H. F. Douglass. Three petitions were presented asking for the position. One from A. Mc. E. Porter, one from W. G. Hobbs and another from W. W. Abernethy. Mr. Porter was elected unanimously. The finance committee was requested to audit the books of the late collector.

NEW BEACH STREET LINE.

Some time ago the council authorized Civil Engineer D. D. Rogers to straighten the line of Beach street. He accordingly made a survey and prepared a plat. The ordinance committee was authorized to draft an ordinance legalizing the change.

NO ELECTRIC TALK.

The matter of electric lights was not brought up, further than to briefly touch on the subject. At the previous meeting the matter was referred to the Council as a committee of the whole. The president and two other members of the council do not object to entering into a five-year contract with the electric light people, but the balance of the council seem adverse to such action and desire to make a one-year contract. Just what the outcome will be is not known. The Gazette-News has heard expressions from a number of prominent residents and believes the majority of the people favor the renewing of the existing contract. It is well known that Daytona has one of the finest electric light plants in the State and the service is ordinarily good. Mr. Schantz, it appears to the Gazette-News, has made a very liberal proposition in agreeing to cancel the contract and allow the city to buy the plant at any time during the five years should the city see fit so to do. He is willing to leave the purchase price to arbitrators, as fair a method as can be suggested.

They Viewed Port Orange Bridge.

About thirty-five of Daytona's business and professional men availed themselves of the invitation of C. E. Johnston, proprietor of the Silver Tipped Livery, to view the new Port Orange bridge last Sunday. The party left the city hall shortly after 2 p. m. and returned to the city shortly before 5 o'clock. They found the construction work of the new bridge entirely completed, but the boulevard leading from the bridge to the ocean is as yet unfinished. Everyone participating in the outing thoroughly enjoyed the occasion and all were loud in their praises of Mr. Johnston's fine turnouts and kindly hospitality.

The biggest value you ever got for your money—The Gazette-News' Pictorial Edition for 25 cents.

MILE-A-MINUTE TOURING CARS.

Cars Carrying a Full Complement of Passengers to Make This Speed at Ormond-Daytona Races.

The racing cars of tremendous speed will not be the only important feature of the Fifth Annual Ormond-Daytona Beach Tournament.

On the Ormond-Daytona Beach this winter will be seen mile-a-minute touring cars. These cars will be expected to carry a full complement of passengers and it is confidently expected that many of them will win mile-a-minute laurels. About a year ago a certain well-known manufacturer announced that his car had made on the road a mile a minute with seven passengers seated. This statement was taken with a grain of salt and was not generally believed.

The late Tom Cooper proved at Atlantic City that a mile a minute was quite possible, as he drove his car a mile in 51 seconds, carrying seven people.

The car, however, was not fitted with the regulation tonneau, which it is expected would make several seconds' difference in the time, as the wind catches the tonneau while going at that speed. Most of the manufacturers claim that their cars are good for a mile a minute on the road, but very few can accomplish that speed, and the Ormond-Daytona Beach is about the only place where it surely can be done, if done anywhere.

Automobiles with a mile-a-minute record appeal to the average buyer, even though such speed is not permissible on the road.

A Hartford man recently, in speaking of the worth of a record to a manufacturer, said: "While selling bicycles in this city, when bicycle racing was the vogue, a preacher walked in one day and examined a bicycle, and the first thing he asked was: 'Is it fast?' I told him it held the world's record for a mile, which it did, and he immediately said: 'I'll take it,' and as an afterthought 'What is the price of it?'"

Automobilists Cautioned.

Mayor Greene requests the Gazette-News to caution owners of automobiles about reckless driving in the city. There have come under the observation of the mayor recently several instances where drivers turned corners without slackening up or using other ordinary precautions.

The season is now at hand when machines are numerous on the streets at all times and accidents are liable to occur unless precautions are taken to prevent them. This might apply to both pedestrians as well as cars and other vehicles.

The speed limit prescribed by the city ordinance is ten miles per hour, but the ordinance is probably violated by every one who drives a car.

The state law on the subject of automobiles prescribes that a speed of four miles shall not be exceeded in turning curves or corners.

We desire to call attention to speed regulation by city ordinance or state law in this connection by stating that there are few cars in Daytona that can be reduced to four miles an hour without throwing out the regular gear and resorting to the pulling speed. Neither can many of the cars run as low a speed as ten miles without the same inconvenience.

Geo. H. Beach, wife and daughter and his brother's wife, arrived Monday evening, and are at home in their Silver Beach residence. Mr. Beach conducts a summer hotel in the Catskill Mountains.

Low Tides for December.

	A. M.	P. M.
December 1	1:20	1:57
December 2	1:55	2:31
December 3	2:28	3:05
December 4	3:01	3:43
December 5	3:38	4:24
December 6	4:20	5:10
December 7	5:10	6:00
December 8	6:10	6:52
December 9	7:12	7:50
December 10	8:20	8:50
December 11	9:27	9:48
December 12	10:20	10:43
December 13	11:27	11:38
December 14	12:00	12:10
December 15	12:30	1:13
December 16	1:20	2:02
December 17	2:10	2:55
December 18	3:02	3:45
December 19	3:55	4:38
December 20	4:52	5:30
December 21	5:50	6:24
December 22	6:51	7:18
December 23	7:54	8:13
December 24	8:55	9:06
December 25	9:52	9:58
December 26	10:45	10:47
December 27	11:31	11:30
December 28	12:15	12:10
December 29	12:10	12:53
December 30	12:50	1:30
December 31	1:28	2:05

Work on the Canal.

Work on the East Coast Canal between the Halifax and Matanzas rivers, according to reports, is moving steadily forward. Only one dredge is engaged, but it is doing good work. About 3000 feet divide the waters of the canal between the two waterways. Quite a force is engaged on the work and the blasting keeps several men busy. About 300 pounds of dynamite are exploded every two hours in tearing up the rocky earth. From five to seven feet depth of rock is cut out, and to get this depth it is necessary to blast from two feet deeper.

The Four Pickerts Company.

The Four Pickerts Company will begin a week's engagement at the Opera House in this place Monday, Dec. 10. The opening play will be "Okla-homa." In speaking of this play, the Washington (N. C.) News, of October 30th says: "The Four Pickerts, one of the best known shows to visit Washington, is playing a return date here, concluding tomorrow night."

"The attraction tonight will be the presentation of that attractive comedy, 'Okla-homa.' The show last night was fine and no doubt there will be a large house tonight."

"The company is a strong one, and in addition to the high class performance, specialties will be introduced that makes the entire company one that should be generously patronized."

"Okla-homa is a play never before introduced in the city, and is one of the best bills the Four Pickerts introduce. The entire company are at their best in this performance."

"Seats now on sale at the usual price. Secure your seats early and avoid the rush."

"Miss Grace Pickert, as Miss Henriette Hobbs, was the hit of the evening last night. Her playing was well received by the audience."

Will Build Another Car.

Apperson Brothers, of Kokomo, Ind., who had a most promising candidate in the Vanderbilt cup race, whom critics predicted would finish in the first four, but whose car was wrecked a few days before the race, will build another car especially for the Florida beach racing, which will be on the lines of the Vanderbilt cup car. This car will be entered in all the races, and especially in the 200-mile race and its driver, George Robertson, will come to Daytona early in the new year to try the machine out on our famous record sand course.

FROM NEW YORK TO DAYTONA.

Preliminary Survey of Route to be Taken from New York to Ormond-Daytona Beach by Road.

With the fifth annual international automobile racing tournament on moon-parade Ormond-Daytona beach now a thing of the near future and beginning to attract the usual wide attention throughout the motoring and sport-loving world, enthusiasm for a road trip from New York to Florida has been aroused generally among northern motorists.

Inquiries as to the feasibility of making such a trip from "little old New York" to Ormond-Daytona, and the practical Ormond have been many. The automobile, one of the leading motoring magazines of this country, devotes considerable space to mapping out a route that might be taken, and in an issue of November 15, prints an article, illustrated with a map on which the route is marked, designed to point out how such a trip could be made.

The article, which was prepared by A. L. Westgard, is considered in the nature of a preliminary survey, in the railroad engineer's sense of the word. In other words, it has been carefully thought out, but is yet subject to some modification as further information develops. The article, which has attracted wide attention and is being eagerly sought by motorists, intending to visit Ormond-Daytona and the big race, this year, is herewith published in full.

Owing to the interest aroused by the annual Ormond-Daytona beach race, the query has often been made, and of late with increasing frequency, if a trip from the northern states to Florida is practicable with a touring car.

In the absolute absence of any available data for this tour, because, as far as known to automobilists, has never been covered in its entirety, anyone contemplating an attempt to become the pioneer of this route must necessarily form his plans and gather what advance information he can from a thorough study of the physical obstacles likely to be encountered.

An inspection of the United States topographical map will show that a direct route from Washington south and more or less following the coast line of Virginia, North Carolina, South Carolina and Georgia, is impossible, due to immense areas of low swamp lands, and long sandy stretches, as well as to the frequent occurrence of wide rivers and inlets. However, a careful study of the topography and natural features would seem to indicate that a route farther inland ought to be feasible.

With New York for a starting point, the route would follow the Indian paths, so often covered by autoists, through Philadelphia, Reading, Pa., to Hagerstown, Md., thence south past the Antietam battlefield, across the Potomac and Sharpsburg rivers and down along the river to Harper's Ferry, Va.

Here it enters the famous Shenandoah valley, more difficult grades will be met, but it is not likely that any autoist attempting a high or medium powered car will be encountered.

The course from Lexington continues southwest, between the two mountain ranges the Allegheny mountains on the

west and the Blue Ridge on the east, through Roanoke, Salem, Pulaski, Wytheville and Marion to Abingdon, close to the south line of Virginia, and across the state line to, or near to, Blountville, Tenn., whence the route would probably follow the valley of the Holston river between Holston mountain and Clinch mountain to Morristown.

From this point it would either continue in the same valley to Knoxville or cut across south, to Danridge in the Tennessee river valley and follow same to Knoxville. It would now keep down the Tennessee river valley through Loudon, Kingston and Dayton to Chattanooga.

The scenery after leaving Harper's Ferry, and even for a considerable distance beyond Chattanooga, is most beautiful and extremely interesting. On leaving Chattanooga, Tenn., the route would be south along the Central Railroad of Georgia, through Summerfield, Ga., to Rome. There is a strong probability of some rather rough going over this piece of the route.

The route now veers more easterly through Cartersville to Marietta, and then again along the line of the Southern railroad, through Atlanta, McDonough and Jackson to Macon.

Up to this point the route has passed through larger cities and towns at rather convenient intervals, and it would seem that there were no very serious physical difficulties to bar the progress. It is believed that the greatest struggle of the entire trip still lies ahead of the pioneer autoist.

The route now would undoubtedly follow the general course of the Georgia, Southern and Florida railroad through Vienna and Titon to Valdosta, Ga., and across the state line through Jasper, Fla., to Lake City, where it would bear east with the Seaboard Air Line along the southern edge of the immense Okefenokee swamp region through Milledgeville to Jacksonville.

The condition of the roads (and trails) after leaving Macon would probably be a serious problem, and roadmending tools might come in handy quite often, the character of the country and its inhabitants would undoubtedly present many difficulties.

The approximate distance to Jacksonville from New York along this route is 1,150 miles. It would be a legitimate claim to fame in the automobile world for someone to undertake and successfully accomplish this trip.

From Jacksonville south to Ormond and Daytona the trip has been made by autos several times. The route leads across St. Johns river and east to Pablo Beach, on the Atlantic coast, thence down the beach to the inlet at St. Augustine, where there is a ferry.

From St. Augustine south to Ormond the roads are poor but passable, and from Ormond to Daytona is a good road on the mainland, and also the famous beach on which the races are run.

The distance from Jacksonville to Ormond is about 90 miles making the total distance from New York to Ormond 1,150 miles.

Daytona Beach Lady Honored.

The retiring president of the Palmetto Club, Mrs. C. H. Raynor, of Daytona Beach, was elected president of the State Federation of Women's Clubs at the convention held at Tallahassee last week. Mrs. Raynor and Miss Katie Rice, Thorpe of Daytona Beach, and Mrs. Eleanor Weaver, president of the Palmetto Club of this city, were in attendance at the convention.

The popular excursion steamer "Uncle Sam" begins her winter schedule today, by leaving Gilie's dock for Tomoka River points at nine o'clock. This boat will also run every Saturday hereafter until further notice.

TALK ABOUT FREAK RACERS.

The Florida East Coast Automobile Association Representative Interviewed on the Subject.

The interview with the chairman of the American Automobile Association racing board, Jefferson DeMont Thompson, in regard to the question of allowing "freak" cars in the Florida beach tournament at Ormond-Daytona next January, resulted in a rejoinder being made. Mr. Thompson was quoted as advising the disbarment of certain cars that are not of the same construction as the average racing car.

The Florida East Coast Automobile Association immediately resolved to put the matter up to the racing board, but the latter does not seem to care to tackle the question in a legislative way, so for this year at least the present rules will cover the Florida racing, and the one or two cars of radical construction will probably appear, as in the past.

The representative of the Florida East Coast Automobile Association says: "The present rules, both foreign and American, leave the Florida East Coast Association no alternative, when it comes to accepting entries from any driver or manufacturer, provided the cars come within the heavy-weight classification of 2,201 pounds. Under the heading of classification in the racing rules, clause No. 18, is found the following definition:

"Automobile, motor car, or car—An automobile, motor car, or car, within the meaning of these rules, is a four-wheeled track or road vehicle, propelled by self-contained mechanical means, and provided with two brakes, which operate independently of each other, and a motor driven reverse gear."

"In another part of the rules, clause No. 15, under the heading of 'Starting,' is found the following:

"The referee shall have absolute power to prohibit any car which he considers unsafe, unsuitable or of improper construction, to start in any event."

"This shows beyond a doubt, that the referee is greater than the rules, and there are not many drivers who will undertake to make an entry for Florida unless he knows in advance what the referee thinks of his car."

In other words if the referee, who may not know anything about construction, proper or otherwise, providing he does not like the looks of the car, would be liable to send the car to the stable. In other words, it is putting too much power in the hands of the referee, many of which are not overburdened with technical knowledge of the proper construction of a car.

"Imagine a referee in some country town talking back on clause No. 45! In case some one should tell him that a certain car looked like a teakettle, or some other peculiar form of construction, would he be justified under the rules, which state in clause No. 18 that anything is an automobile as long as it has four wheels and propelled by self-contained mechanical means and provided with two brakes?"

"I do not believe that any tournament promoter or association would have a right to refuse any entry under the present rules. It is my opinion that it would be dangerous to do so. It seems to be up to the racing board to take the responsibility of specifying the determining of what is a 'freak' car, and what is not eligible for competition in Florida or elsewhere."

"If Mr. Thompson will take the responsibility as chairman of the racing board, then I will communicate with the board of directors of the Florida East Coast Automobile Association, and I have no doubt that they will agree to follow whatever course Mr. Thompson and the racing board decide and assume the responsibility therefor."